

effective September 16, 1996, is amended as follows:

*Paragraph 5000 Class D airspace areas designated for an airport*

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ASW AR D Blytheville, AR [Removed]

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Issued in Fort Worth, TX, on November 12, 1996.

Albert L. Viselli,

*Acting Manager, Air Traffic Division,  
Southwest Region.*

[FR Doc. 96-29953 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 96-AGL-11]

#### Modification of Class E Airspace; Miller, SD; Correction

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule; correction.

**SUMMARY:** This action corrects an error in the title, Summary, and the rule of Miller Municipal Airport, Miller, SD Class E5 airspace published in a final rule on September 17, 1996 (61 FR 48825), Airspace Docket Number 96-AGL-11.

**EFFECTIVE DATE:** 0901 UTC, December 5, 1996.

**FOR FURTHER INFORMATION CONTACT:** John A. Clayborn, Air Traffic Division, Operations Branch, AGL-530, Federal Aviation Administration, 2300 East Devon Avenue, Des Plaines, Illinois 60018, telephone (847) 294-7568.

#### SUPPLEMENTARY INFORMATION:

##### History

Federal Register Document 96-23804, Airspace Docket 96-AGL-11, published on September 17, 1996 (61 FR 48825), established Class E5 airspace at Miller Municipal Airport, Miller, SD. An error was discovered in the title, Summary and The Rule of the docket. This action corrects the title, Summary and The Rule to indicate the docket action to be a modification versus establishment. Class E airspace existed prior to accommodating the Nondirectional Beacon (NDB).

##### Correction to Final Rule

Accordingly, pursuant to the authority delegated to me, the title of the notice of airspace designation for the Miller Municipal Airport, Miller, SD, Class E5 airspace, as published in the Federal Register on September 17, 1996 (61 FR 48825), (Federal Register document 96-23804; page 48825, column 3), is corrected as follows:

14 CFR Part 71—[Corrected]

Modification of Class E airspace;  
Miller, SD; Correction.

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Issued in Des Plaines, Illinois on November 5, 1996.

Peter H. Salmon,

*Acting Manager, Air Traffic Division.*

[FR Doc. 96-29958 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-M

#### 14 CFR Part 71

[Airspace Docket No. 95-AGL-16]

RIN 2120-AA66

#### Realignment of Jet Route J-522

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Final rule.

**SUMMARY:** This rule extends Jet Route 522 (J-522) from Green Bay, WI, to Brainerd, MN. This action provides a published route for aircraft to transition from the en route environment to the standard terminal arrival route (STAR) serving the Minneapolis-St. Paul International Airport.

**EFFECTIVE DATE:** 0901 UTC, January 30, 1997.

**FOR FURTHER INFORMATION CONTACT:** Patricia P. Crawford, Airspace and Rules Division, ATA-400, Office of Air Traffic Airspace Management, Federal Aviation Administration, 800 Independence Avenue, SW., Washington, DC 20591; telephone: (202) 267-8783.

#### SUPPLEMENTARY INFORMATION:

##### History

On April 16, 1996, the FAA proposed to amend Title 14 of the Code of Federal Regulations part 71 (14 CFR part 71) to extend J-522 from Green Bay, WI, to Brainerd, MN (61 FR 16622). Interested parties were invited to participate in this rulemaking proceeding by submitting written comments on the proposal to the FAA. No comments objecting to the proposal were received. Except for editorial changes, this amendment is the same as that proposed in the notice. Jet Routes are published in paragraph 2004 of FAA Order 7400.9D dated September 4, 1996, and effective September 16, 1996, which is incorporated by reference in 14 CFR 71.1. The jet route listed in this document will be published subsequently in the Order.

##### The Rule

This amendment to 14 CFR part 71 extends J-522 from Green Bay, WI, to Brainerd, MN. Extending J-522 will

provide a published route for aircraft to transition from the en route environment to the STAR serving the Minneapolis-St. Paul International Airport.

The FAA has determined that this regulation only involves an established body of technical regulations for which frequent and routine amendments are necessary to keep them operationally current. It, therefore—(1) is not a “significant regulatory action” under Executive Order 12866; (2) is not a “significant rule” under DOT Regulatory Policies and Procedures (44 FR 11034; February 26, 1979); and (3) does not warrant preparation of a regulatory evaluation as the anticipated impact is so minimal. Since this is a routine matter that will only affect air traffic procedures and air navigation, it is certified that this rule will not have a significant economic impact on a substantial number of small entities under the criteria of the Regulatory Flexibility Act.

#### List of Subjects in 14 CFR Part 71

Airspace, Incorporation by reference, Navigation (air).

#### Adoption of the Amendment

In consideration of the foregoing, the Federal Aviation Administration amends 14 CFR part 71 as follows:

#### PART 71—[AMENDED]

1. The authority citation for part 71 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40103, 40113, 40120; E.O. 10854, 24 FR 9565, 3 CFR, 1959-1963 Comp., p. 389; 14 CFR 11.69.

#### § 71.1 [Amended]

2. The incorporation by reference in 14 CFR 71.1 of the Federal Aviation Administration Order 7400.9D, Airspace Designations 95-AGL-16 4 and Reporting Points, dated September 4, 1996, and effective September 16, 1996, is amended as follows:

#### *Paragraph 2004—Jet Routes*

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#### J-522 [Revised]

From Brainerd, MN; Green Bay, WI; Traverse City, MI; Au Sable, MI; Toronto, ON, Canada; INT Toronto 099° and Hancock, NY, 302° radials; Hancock; to Kingston, NY. The airspace within Canada is excluded.

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Issued in Washington, DC, on November 8, 1996.

Jeff Griffith,

*Program Director for Air Traffic Airspace Management.*

[FR Doc. 96-29959 Filed 11-21-96; 8:45 am]

BILLING CODE 4910-13-U